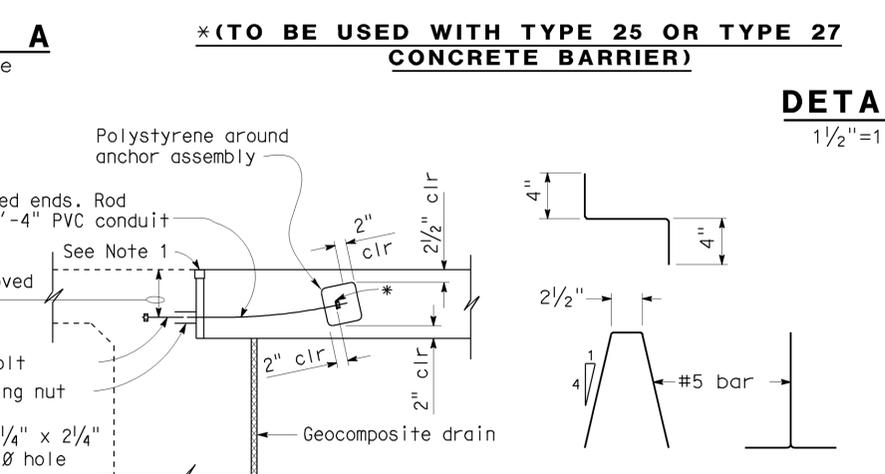
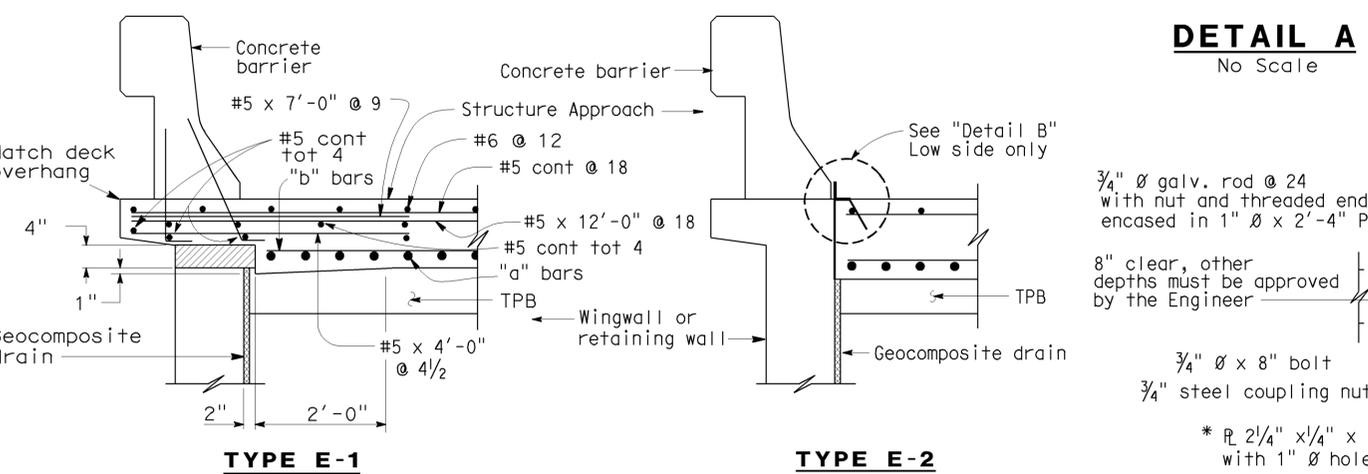
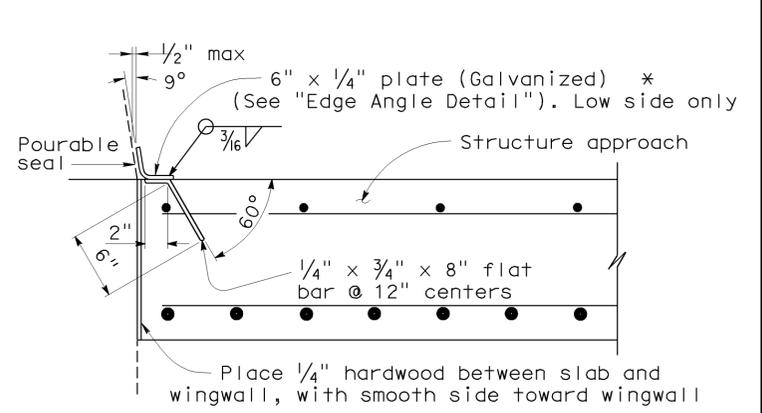
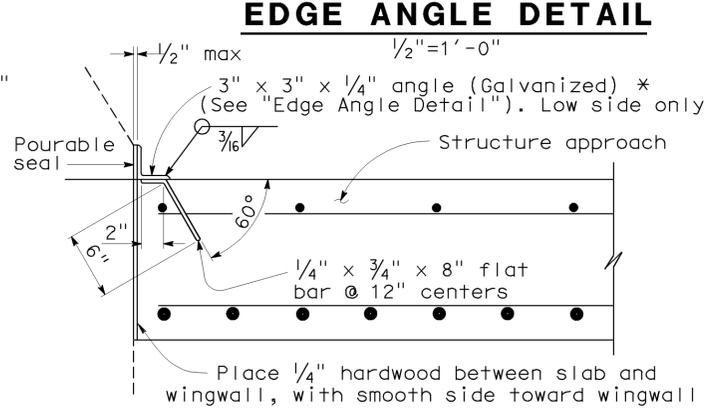
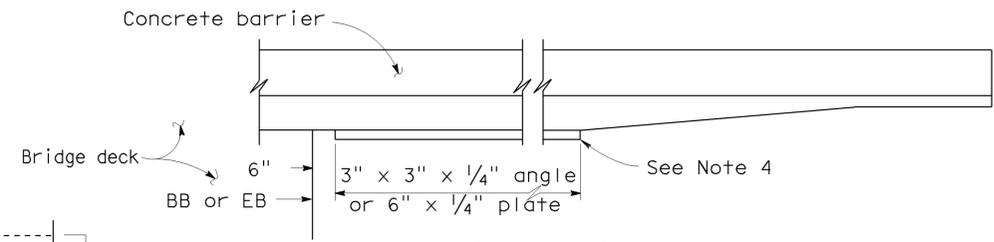
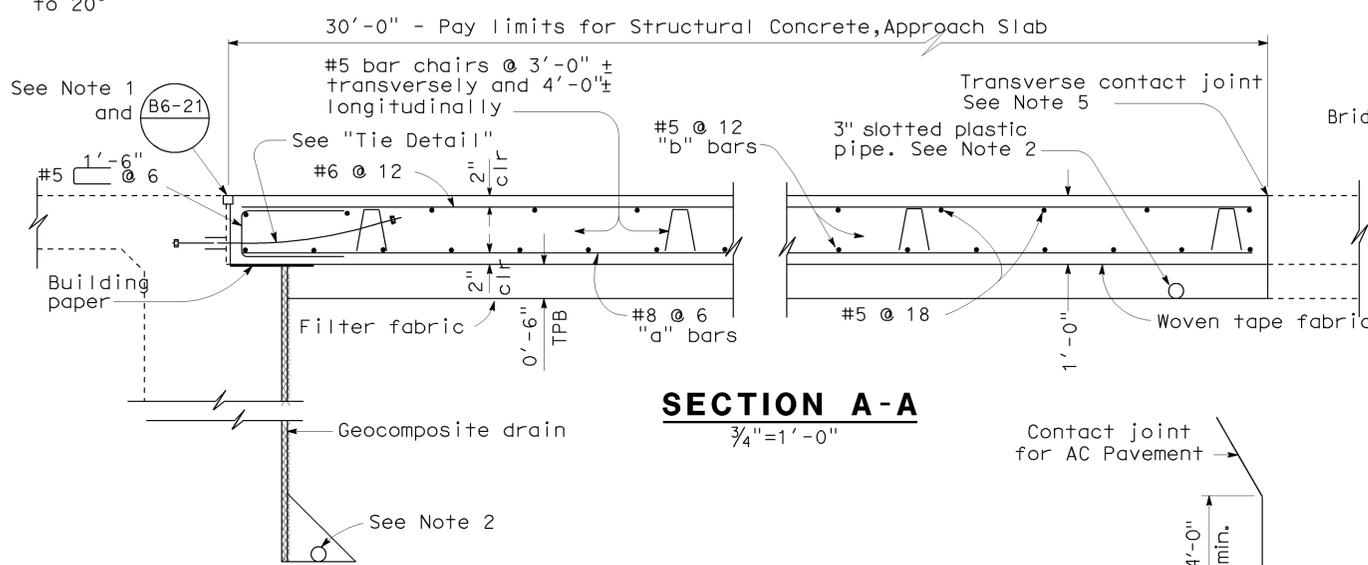


APPROACH SLAB TRANSVERSE CONTACT JOINT		
APPROACH SKEW	WITH AC ROADWAY PAVEMENT	WITH PCC ROADWAY PAVEMENT
< 20°	Parallel to face of paving notch	Parallel to face of paving notch
20° - 45°	Parallel to face of P N use (Detail A)	Stagger lines 24' to 36' apart
> 45°	Parallel to face of P N use (Detail A)	Stagger at each lane line



- NOTES:**
- For details not noted or shown, see Structure Plans.
  - For drainage details, see "Structure Approach Drainage Details" sheet.
  - Longitudinal construction joints, when permitted by the Engineer, shall be located on lane lines.
  - End angle or plate at beginning of barrier transition, end of wingwall or end of structure approach, as applicable.
  - For transverse contact joint with new PCC paving, refer to Standard Plan P10.
  - At the contractor's option, approach slab transverse reinforcement may be placed parallel to paving notch. Spacing of transverse reinforcement is measured along @ roadway.
-  Polystyrene to be removed.

STANDARD DRAWING			
FILE NO. <b>xs3-180e</b>	APPROVED BY <u>M. Ha</u> RESPONSIBLE TECHNICAL SPECIALIST	RELEASED BY <u>O. Alcantara</u> RESPONSIBLE OFFICE CHIEF	
	APPROVAL DATE <u>8-12-08</u>	RELEASE DATE <u>8-12-08</u>	

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

BRIDGE NO. \_\_\_\_\_  
POST MILE \_\_\_\_\_

**STRUCTURE APPROACH TYPE N(30D)**